

In the Claims:

1. (Currently Amended) A method for controlling a brake system of a vehicle

wherein braking effect on the vehicle wheels is a function of brake pedal force exerted by <sup>a.</sup> the operator, said braking effect being enhanced by an adjustable braking force booster, comprising:

detecting dynamics ~~conditions~~ of ~~said~~ vehicle movement;

analyzing said dynamics ~~conditions~~ to detect a condition of vehicle instability;

and

increasing <sup>a.</sup> the force boosting effect of said braking force booster when said analysis indicates ~~condition~~ of vehicle instability.

2. (Currently Amended) A method according to claim 1 wherein said force boosting effect of said braking force booster is returned to an original condition where said analysis no longer indicates ~~condition~~ of vehicle instability.

3. (Currently Amended) A method according to claim 1 wherein said adjustable braking force booster provides a first normal braking force as a function of brake pedal pressure for normal vehicle operation and a second higher braking force as a function of brake pedal pressure when said analysis indicates ~~condition~~ of vehicle instability.

4. (Currently Amended) A method as specified in according to claim 3 wherein said ~~condition~~ of vehicle instability causes said braking force booster to switch to said second braking force as a function of brake pedal pressure.

5. (Original) A method according to claim 1 further comprising monitoring operator use of at least one vehicle control to detect a condition wherein the operator may apply full braking

*d/c*  
and increasing the force boosting effect of said braking force booster when said monitoring indicates a condition wherein said operator may apply full braking.

6. (Previously Amended) A method as specified in claim 5 wherein said monitoring comprises monitoring the operators' use of an accelerator.

7. (Currently Amended) A method as specified in according to claim 6 wherein said condition wherein said operator may apply full braking is detected by rapid release of said accelerator.

8. (Currently Amended) A method for controlling a braking system of a vehicle having at least one clamping device for braking <sup>the</sup> a vehicle, and an actuator for moving said at <sup>and method</sup> least one clamping device into clamping engagement, comprising:

detecting dynamics conditions of said vehicle movement;  
analyzing said dynamics conditions to detect a condition of vehicle instability;  
and  
*by*  
in response to detection of a condition of vehicle instability operating said actuator to overcome free play of said at least one clamping device.

9. (Original) A method according to claim 8 further comprising monitoring operator use of at least one vehicle control to detect a condition wherein the operator may apply full braking and operating said actuator to overcome free play of said <sup>the</sup> clamping device when said monitoring indicates a condition wherein said operator may apply full braking.

10. (Currently Amended) A method as specified in according to claim 8 9 wherein said monitoring comprises monitoring the operator's use of an accelerator.

*11  
10*  
11. (Currently Amended) A method ~~as specified in~~ according to claim 10 wherein said condition wherein said operator may apply full braking is detected by rapid release of said accelerator.

12. (Currently Amended) A braking system for a vehicle comprising:

a brake pedal for operation by a vehicle operator for applying braking force;  
a braking force booster for increasing said braking force, said booster providing a first normal braking force as a function of force applied to said brake pedal and being responsive to a supplied control signal to change said normal braking force as a function of force applied to said brake pedal; and

a processor responsive to supplied signals representing dynamics conditions of said vehicle movement, said processor being programmed to analyze said dynamics conditions and provides said control signal to said booster to cause said booster to change braking force when said dynamics conditions indicate a condition of vehicle instability.

13. (Currently Amended) A braking system ~~as specified in~~ according to claim 12 wherein said braking force change is an increase of braking force as a function of force applied to said brake pedal.

14. (Currently Amended) A braking system ~~as specified in~~ according to Claim 12 wherein said braking force has variable braking force as a function of said control signal.

15. (Currently Amended) A braking system ~~as specified in~~ according to claim 14 wherein said braking force booster has a second braking force as a function of force applied to said brake pedal, and wherein said control signal causes said booster to change from said first to said second braking force.

*J1X  
C*  
16. (Currently Amended) A braking system ~~as specified in~~ according to claim 12 wherein said processor is a part of one electronic stability system.

17. (Currently Amended) A braking system ~~as specified in~~ according to in claim 12 further including a device for supplying said processor with signals representing a vehicle operator's use of at least one vehicle control, and wherein said processor is responsive to said vehicle control signals to detect an operator condition wherein the vehicle operator may apply full braking, and wherein said processor provides ~~said control signal~~ in response to said operator condition.

18. (Currently Amended) A braking system ~~as specified in~~ according to claim 17  
*Q1*  
wherein said vehicle control comprises an accelerator.

19. (Currently Amended) A braking system ~~as specified in~~ according to claim 18 wherein said processor detects said operator condition by rapid release of said accelerator.

20. (Currently Amended) A braking system for a vehicle comprising:  
a brake pedal for operation by a vehicle operator for applying braking force;  
at least one clamping device, responsive to an actuator, for applying said braking force to said vehicle;  
*the*  
*an* actuator, responsive to said braking force and a control signal for operating said at least one clamping device, wherein said control signal operates said actuator to overcome *Q1*  
free play of said clamping device; and  
a processor responsive to supplied signals representing dynamics conditions of said vehicle movement, said processor being programmed to analyze said dynamics conditions

*W.C.*  
and provide said control signal to said actuator when said dynamics conditions indicate a condition of vehicle instability.

21. (Currently Amended) A braking system as specified in according to claim 20 wherein said processor is a part of one electronic stability system.

22. (Currently Amended) A braking system as specified in according to claim 20 further including a device for supplying said processor with signals representing a vehicle operator's use of at least one vehicle control, and wherein said processor is responsive to said vehicle control signals to detect an operator condition wherein the vehicle operator may apply full braking, and wherein said processor provides said control signal in response to said operator condition.

23. (Currently Amended) A braking system as specified in according to claim 22 wherein said vehicle control comprises an accelerator.

24. (Currently Amended) A braking system as specified in according to claim 23 wherein said processor detects said operator condition by rapid release of said accelerator.